GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA

UNSTARRED QUESTION NO:2343
ANSWERED ON:09.03.2000
OVERHAULING OF COACHES
PRABHUNATH SINGH

Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a mandatory period within which the overhauled coaches are to be inspected:

(b) if so, the details thereof;

(c) whether large number of coaches are found sick during inspections;

(d) if so, the details of the coaches that underwent overhauling and were found sick in each of the last three years; and

(e) the reaction of the Government thereto and the steps taken to improve the workmanship ?

Answer

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS

(SHRI DIGVIJAY SINGH)

(a) to (e) : A statement is attached.

STATEMENTREFERRED TO IN REPLY TO PART (a) to(e) OF LOK SABHA UNSTARRED QUESTION NO.2343 BY SH PRABHUNATH SINGH TO BE ANSWERED ON 9-03-2000 REGARDING OVERHAULING OF COACHES.

(a) & (b) All the overhauled coaches are pressed into service only after thorough inspection. Coaches are also subjected to preventive maintenance schedules between two overhauls as per laid down norms. The following preventive maintenance schedules are carried out after detaching the coaches from the rake :

a) Schedule 'C'/
Intermediate Overhaul 6 Monthly

b) Intermediate overhaul
of Rajdhani/Shatabdi 2 lakh Kms or
Coaches 9 Months whichever
is earlier.

In addition, the following minor schedule attentions are given 'in situ' without detaching the coaches from the rake.

Type of Schedule Periodicity

1. Trip Schedule At the end of each
trip as prescribed

2. Schedule 'A' Monthly

3. Schedule 'B' 3 Monthly

(c) & (d) All maintenance and overhaul schedules are aimed at ensuring that the passengers can be assured of a safe and uninterrupted journey. Due to more intensive utilisation of coaches over the years, the maintenance checks have been intensified to avoid any en route coach detachment during running. A concept of "coaches marked sick within 100 days of overhauling" has also

been introduced as an effective aid for feedback and improvement.

These steps have ensured that, in spite of the increase in utilisation, the availability of coaches has been maintained according to targets and reliability in terms of coaches detached en route has been drastically reduced by nearly 50% since 1996-97. Steady improvement has also been noticed in coaches marked sick within 100 days of POH .It is clarified that the detachments are for preventive repairs at terminals to avoid any inconvenience to passengers during the journey. The details for the last 3 years are given below:

	1996-97	1997-98	1998-99
Average no. of coaches marked sick within 100 days of POH.	311	309	300
Average workshop outturn in 100 days	4830	5050	5297
Percentage sick to workshop outturn	6.4%	6.1%	5.7%

(e) The parameter is monitored and reviewed regularly. Action is also taken to improve the area of weakness revealed in the analysis at repair facilities. Some of the salient measures which have been taken by the Railways for improvement in workmanship are as under:

i. ISO Certification for important Periodic overhauling workshops

ii. Quality audits of Periodic Overhauling workshops and maintenance depots.

iii. Strict control on the quality of output from coach POH workshops through system of Neutral Examiners.

iv. Training of artisans in basic training centres attached to the major coach Periodic Overhauling workshops. In addition to the above improvements, the Railways are also in the midst of Coach Technology Upgradation through induction of State-of-Art coaches and transfer of technology for their design and manufacture.